

Message Text

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12

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UNCLAS TOKYO 11774

EA/J PASS MVMA (J. MOLLER)

E.O. 11652: N/A

TAGS: ETRD JA

SUBJECT: AUTO STANDARDS CONSULTATIONS WITH JAPANESE

REF: TOKYO 11385 NOTAL

1. SUMMARY, U.S. AND MOT REPS HELD FOLLOW-UP MEETING AUGUST 3 TO PURSUE DATE OF MANUFACTURE AND REPRESENTATIVE MODEL ISSUES. DURING FOUR-HOUR MEETING NO PROGRESS WAS MADE AND MOT OFFICIALS REVERTED TO DATE OF MANUFACTURE POSITION SET FORTH JULY 12 GOJ AIDE MEMOIRE. MOT ALSO STATED ANY MORE MEETINGS BEFORE END OF AUGUST WOULD DISTRACT THEM FROM BEGINNING CLEARANCES OF 77 MODEL VEHICLES. MOT CLEARLY DESIRES TO POSTPONE FURTHER DISCUSSIONS UNTIL CLEARANCE PROCEEDINGS ARE WELL ADVANCED. ON AUGUST 4 EMBASSY INFORMED FORM MNINISTRY THAT MOOD OF U.S. GOVERNMENT AND INDUSTRY OFFICIALS IS DEEPLY PESSIMISTIC BECAUSE OF MOT ATTITUDE. END SUMMARY.

2. ON AUGUST 3, USG AND MVMA REPS MET WITH MOT OFFICIALS TO DISCUSS IN GREATER DETAIL DATE OF MANUFACTURE AND REPRESENTATIVE MODEL ISSUES PREVIOUSLY DISCUSSED DURING JULY 28 MEETING (REFTEL).

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3. DURING JULY 28 MEETING, USG RECEIVED IMPRESSION THAT THE MOT WAS READY TO ACCEPT THE DATE OF MANUFACTURE INSCRIBED ON PLATE INSTALLED IN EACH VEHICLE BY U.S. MANUFACTURER. HOWEVER, AFTER QUESTIONING DOT'S ARMSTRONG FOR OVER THREE HOURS AS TO HOW THIS SYSTEM WOULD WORK, MOT'S KITAGAWA CONCLUDED THAT A GREAT GAP STILL EXISTS BETWEEN TWO SIDES ON ISSUE.

4. NO DISCUSSION OF REPRESENTATIVE VERSUS PRODUCTION-LINE VEHICLE TOOK PLACE. MOT OFFICIALS HANDED OVER PAPER CONTAINING DEFINITIONS OF "MAJOR" AND "MINOR" CHANGES IN A VEHICLE MODEL.

5. U.S. SIDE PROPOSED ANOTHER MEETING OF TECHNICAL EXPERTS BE HELD BEFORE THE END OF AUGUST TO BEGIN WORK ON SAFETY STANDARDS LISTS GIVEN GOJ ON JULY 28. MOT REPLIED THIS TIMING INCONVENIENT AS THEY WOULD BE CONCENTRATING ON BEGINNING CLEARANCES OF 1977 MODEL VEHICLES. U.S. SIDE THEN STATED DOCUMENTATION REQUIREMENTS NOT CLEAR AND IT MORE IMPORTANT TWO SIDES MEET WEEK OF AUGUST 23 OR 30 FOR CLARIFICATION OF DOCUMENTATION REQUIREMENTS. THE MOT ANSWERED THAT THE IMPORTERS AND JAIA WERE FULLY AWARE OF WHAT WAS NEEDED AND THAT SUCH MEETINGS ARE "UNNECESSARY."

6. EMBOFF AGAIN CONTACTED KITAGAWA AND HIRIGOME AUGUST 4 TO STRESS U.S. INDUSTRY REPS' STRONG DESIRE FOR PROMPT MEETING TO CLARIFY DOCUMENTATION REQUIREMENTS. MOT STATED IMPORTERS HERE FULLY AWARE OF DOCUMENTATION REQUIREMENTS, REITERATED THAT SUCH MEETINGS ARE UNNECESSARY AND SAID THEY DID NOT WANT TO MEET, AND SUGGESTED THAT FURTHER PRESSURE NOW WOULD BE COUNTERPRODUCTIVE.

7. ALSO ON AUGUST 4 ECOUNS CALLED ON FORN MINISTRY 2ND NO AM DIVISION (ASST. CHIEF KAWASHIMA, OKUBO AND YAMAGISHI) TO STATE THAT USG AND AUTO INDUSTRY OFFICIALS WERE DEEPLY PESSIMISTIC FOLLOWING MEETING AT MOT ON AUGUST 3, AND THAT NO ADVANCES HAD BEEN MADE ON ANY POINT. SPECIFICALLY, HE ASKED FOR PROGRESS IN FINDING A WAY TO CERTIFY DATE OF MANUFACTURE, IN GAINING APPROVAL ON REASONABLE TERMS FOR TESTING OF "REPRESENTATIVE VEHICLES"

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AND IN OBTAINING MORE INFORMATION ON DOCUMENTARY REQUIREMENTS. ON ALL POINTS KAWASHIMA WAS DOUBTFUL THAT ANYTHING MORE COULD BE DONE. HE SAID THAT HIS STAFF HAD HAD TO APPLY STRONG PRESSURE EVEN TO GET MOT OFFICIALS TO MEET WITH U.S. OFFICIALS, AND THAT THE MOT MOTOR VEHICLE BUREAUCRACY OPERATED COMPLETELY INDEPENDENTLY. KAWASAHIMA DID SAY THAT SOME SOLUTION SHOULD BE POSSIBLE ON THE DATE OF MANUFACTURE QUESTION, AND THAT HIS DIVISION WOULD LIKE

TO PRESENT TO MOT ANY NEW SUGGESTIONS U.S. SIDE MIGHT HAVE
ON HOW TO PROCEED. HE AFFIRMED THE VIEWS EXPRESSED BY
2ND NO AM DIVISION CHIEF SAITO DURING AUTO TALKS THAT
ANY RETALIATION OR THREAT THEREOF BY THE U.S. AGAINST
JAPANESE AUTOS WOULD HAVE NO EFFECT ON MOT AND WOULD
EVEN BE "USELESS AND HARMFUL."
SHOESMITH

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